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February 28, 1964

Dear John:

This letter is just to clear up any misunderstanding of the Perkin Elmer - Honeywell interface problems that were discussed in our project meeting recently. We agree that past INS performance has been unreliable but, as you know, this is being corrected.

In his letter to you dated February 4, 1964, [REDACTED] states that his people have been operating since the early phases of their test program with the INS azimuth reference locked out, and says this has been necessary because of unreliable INS operation. This has prompted Perkin Elmer to accelerate their work on azimuth determination through their V/H sensor.

STATINTL

The matter of the degradation of the azimuth reference from 23 to 70 arc minutes has been discussed with both Milt and Honeywell. Honeywell has agreed to supply the original 23 arc minute figure originally agreed upon. They have been in direct contact with Perkin Elmer on this matter, and have agreed to meet their specific requirements in signal characteristics and accuracy.

On page 3 of his letter, Milt again refers to the lack of INS reliability. He admits to Perkin Elmer's wiring errors, however, and also admits the latitude and longitude readouts were correct in the instance cited. On this particular flight a failure apparently occurred in the ground speed readout. Since Perkin Elmer uses the position and ground speed outputs from the INS, it is not too logical to ignore the azimuth output.

Page 2

Since we do not believe a mission should be flown without the INS, we doubt that an azimuth signal from the V/H sensor can provide an input not already available to them whenever the airplane is operational. While this capability would slightly reduce the dependence of this payload on another vehicle system, the dependence of the airplane on the INS for achievement of its basic mission suggests that elimination of this particular interface buys us very little, if anything.

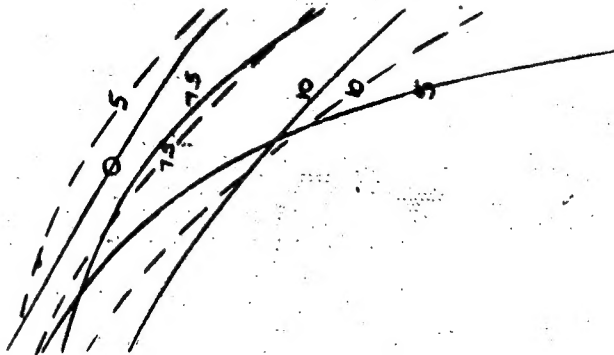
In our judgement, we would recommend against the expenditure of additional funds for developing a V/H device to sense azimuth but rather concentrate on developing a reliable V/H device that will sense V/H.

Sincerely,

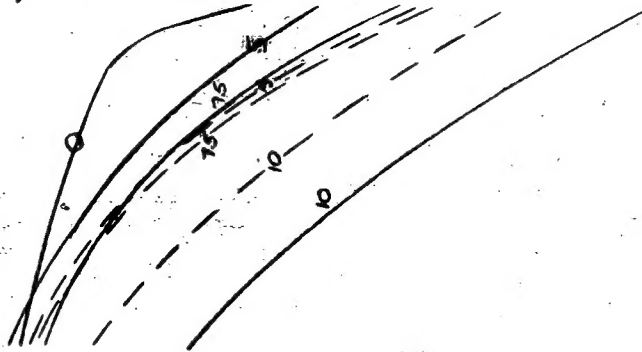
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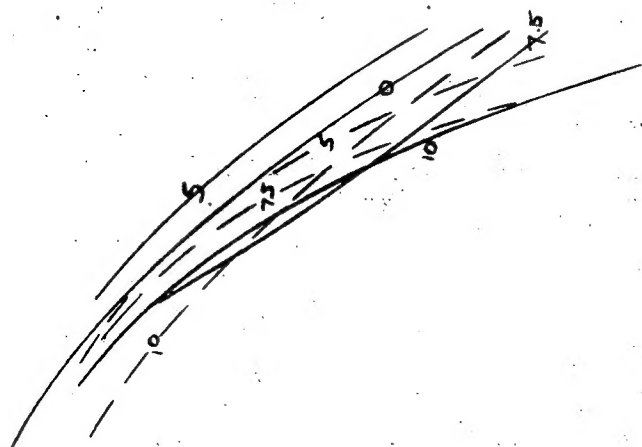
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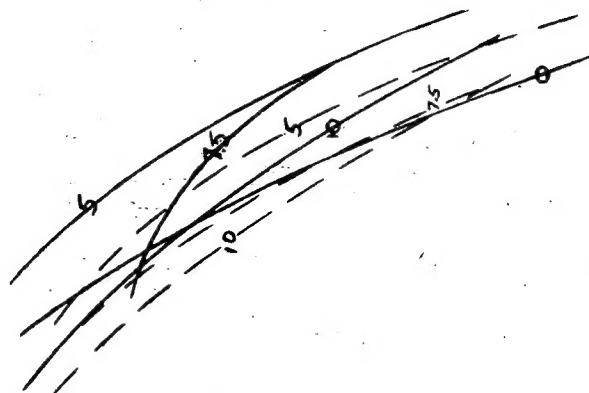
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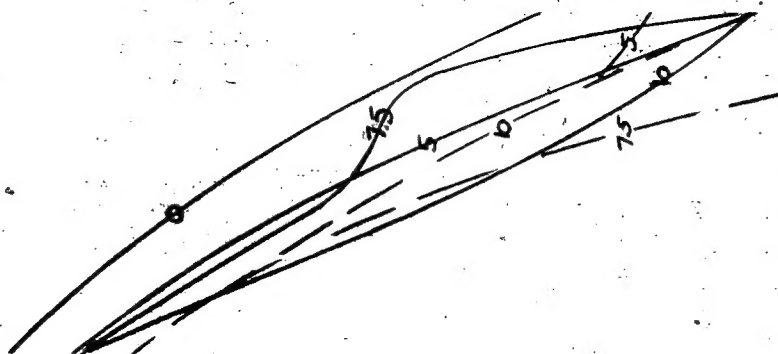
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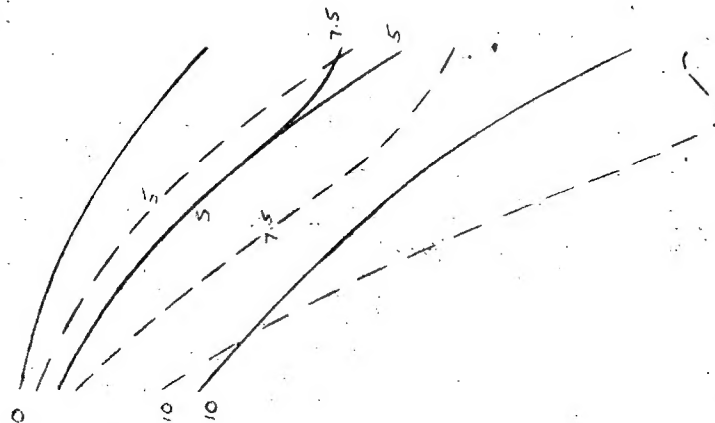


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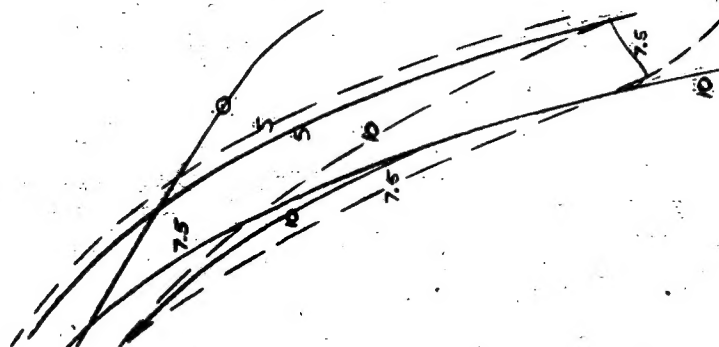
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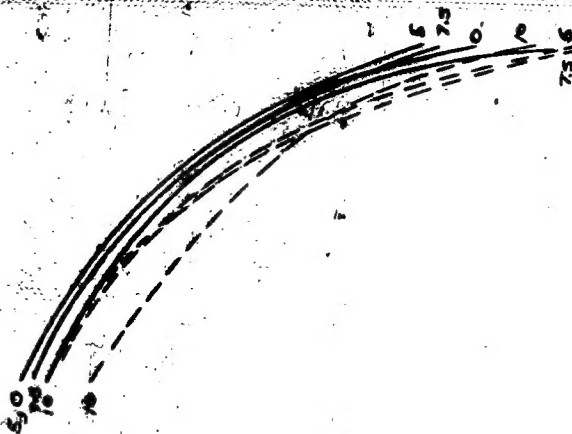
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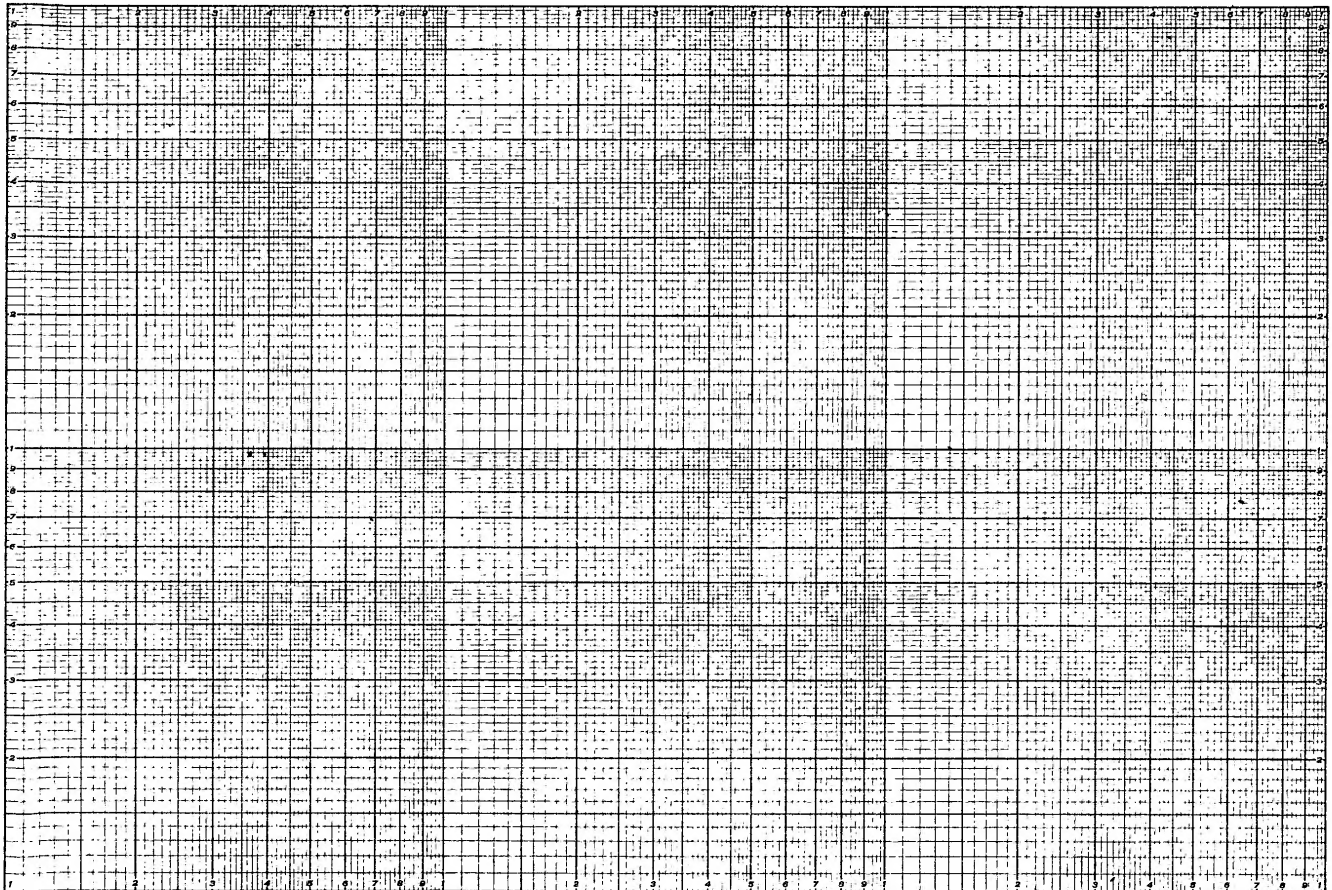
NO. 31,125. LOGARITHMIC: 3 BY 2 3-INCH CYCLES.



CODEx BOOK COMPANY, INC. NORWOOD, MASSACHUSETTS.
PRINTED IN U.S.A.

Attachment 2

Approved For Release 2000/05/04 : CIA-RDP67B00511R000100190001-0



Approved For Release 2000/05/04 : CIA-RDP67B00511R000100190001-0

File PE
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ESTIMATED FILM REQUIREMENTS PROJECT

STATINTL

FILM TYPE: #4404 on 2½ Mil ESTAR, 6.6 inch X 5,000 feet

NUMBER OF ROLLS REQUIRED AT SIERRA

YEAR 1965												YEAR											
JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
			20	35	30	5	5	5															

NUMBER OF ROLLS REQUIRED AT WHISKEY

YEAR 1965												YEAR											
JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
			15	15	15	20	20	20															

DATE THIS ESTIMATE:
4-9-65DATE OF LAST ESTIMATE:
2-11-65LATEST DATE BY WHICH TYPE 1
CONTRACTOR WILL PROVIDE NEW
ESTIMATE:

7-9-65

Distribution:

NAME	LOCATION
E.L.G.	QUEBEC
E.L.T.✓	ALPHA
L.L.E.	WHISKEY
P.L.T.	WHISKEY
C.M.H.	SIERRA
L.E.E.	SIERRA
R.S.L.	SIERRA